

Communication : C 5
VMC Sub-committee
October 4, 2023
Agenda Item # 1

VMC Secondary Plan Update: Preferred Option

Presentation to VMC Sub-committee

October 4, 2023



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Our Team

gladki
planning
associates

dtah

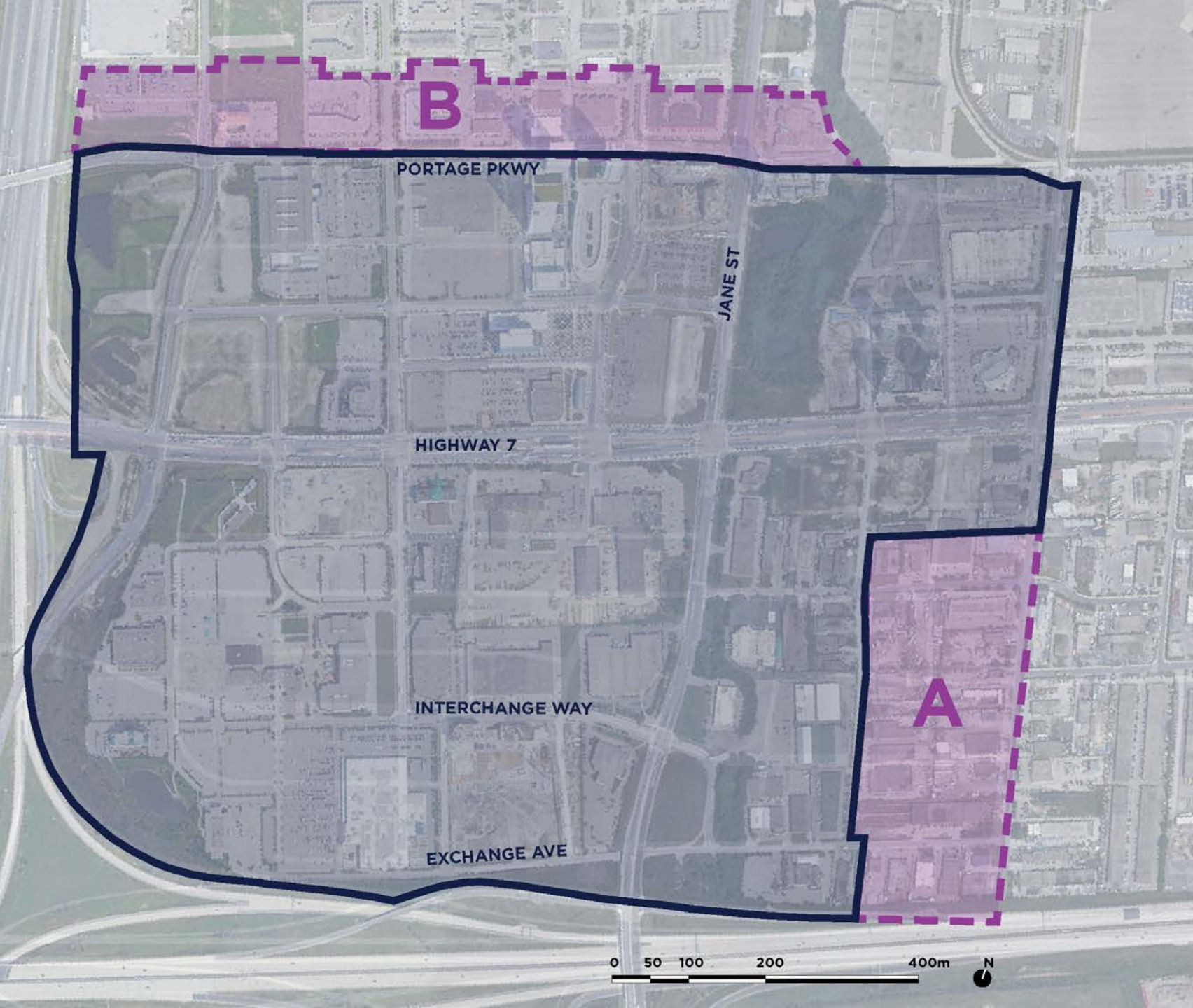
Parcel

Greenberg
Consultants
Inc.

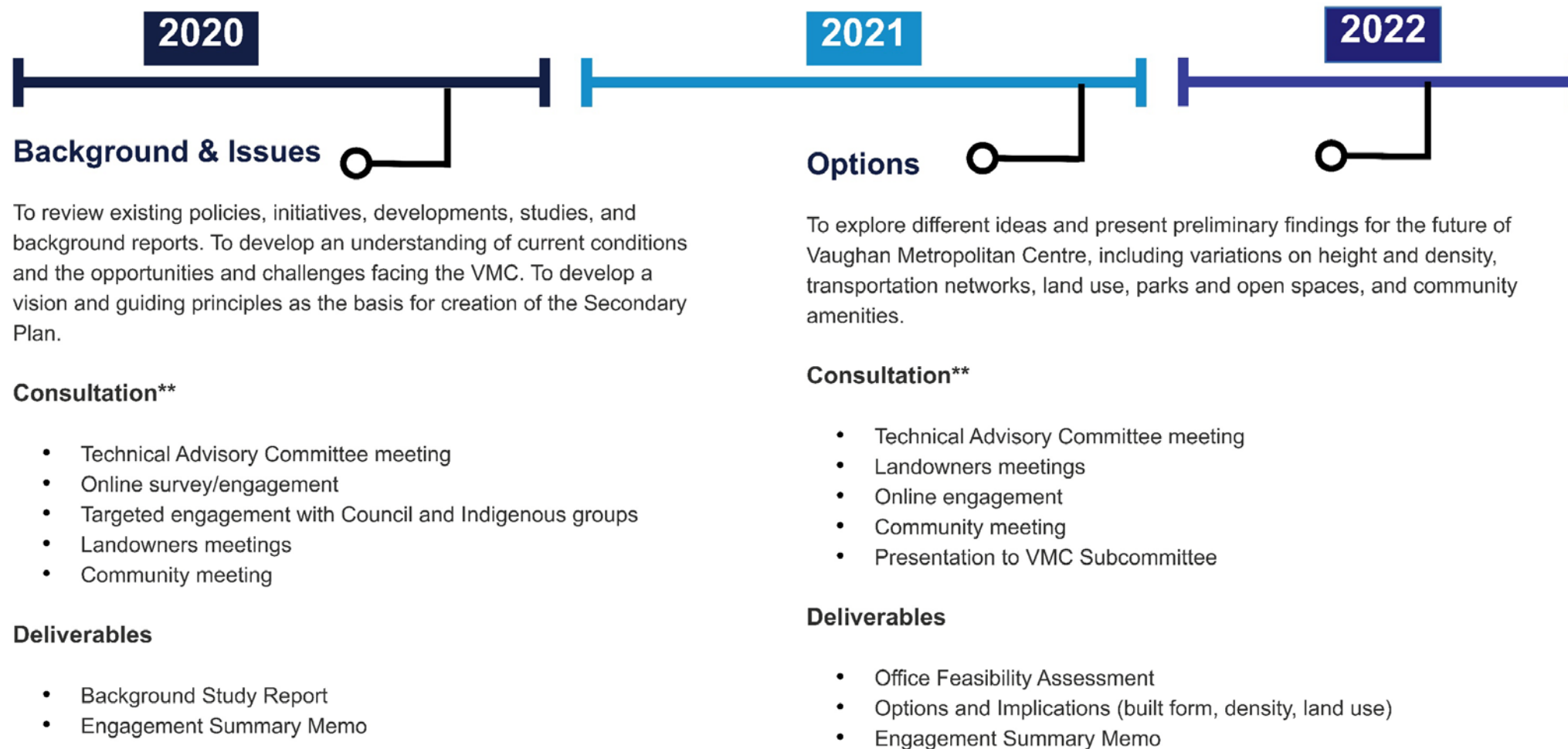
Study Area

Current VMC
Secondary Plan Area

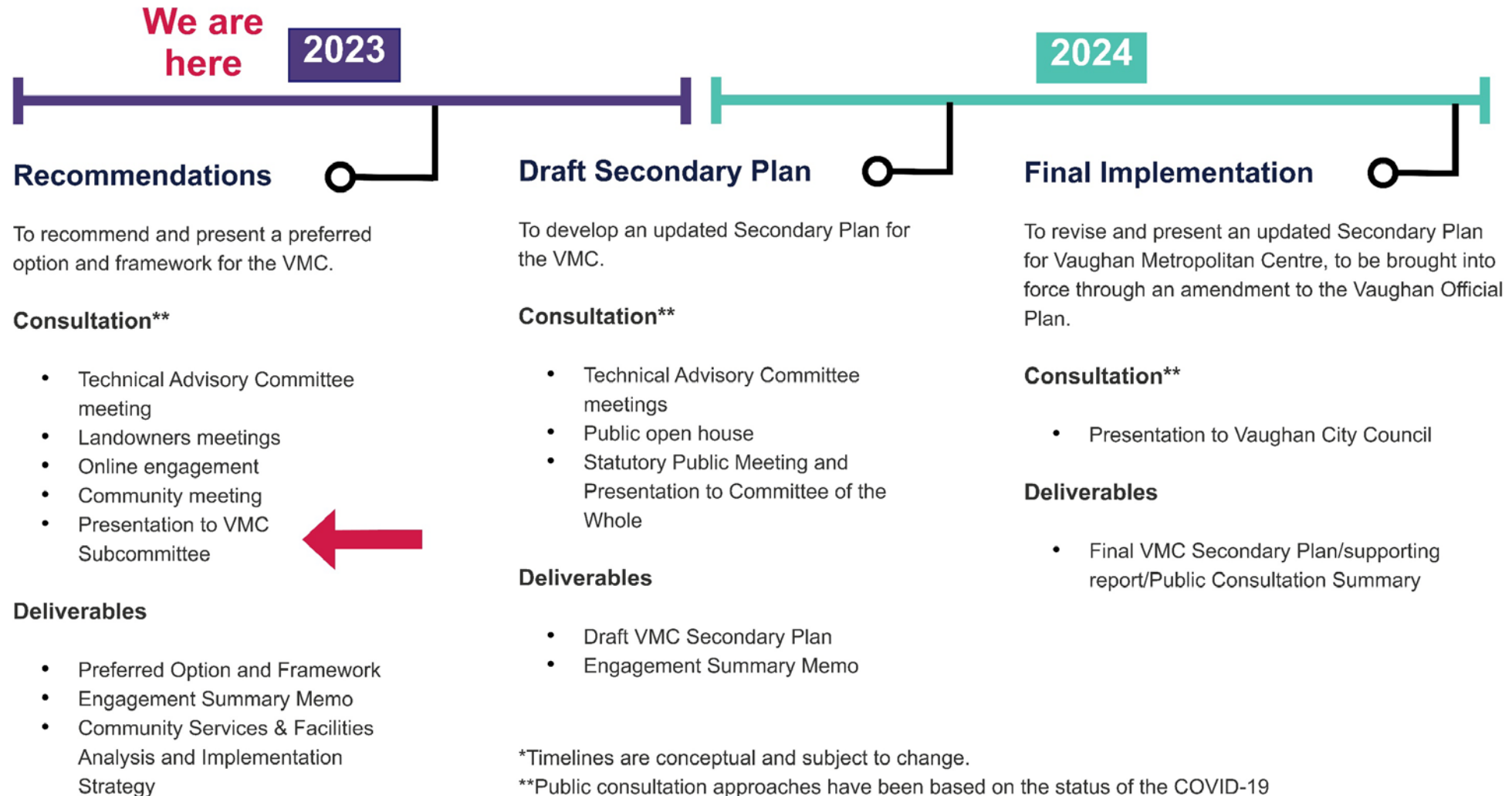
Potential Expansion
Areas



VMCSP Update: Process and Timeline*



VMCSP Update: Process and Timeline*

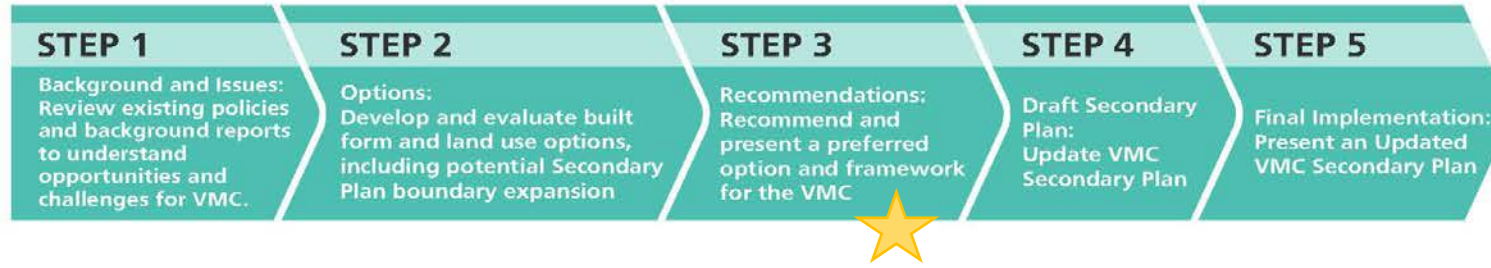


*Timelines are conceptual and subject to change.

**Public consultation approaches have been based on the status of the COVID-19 pandemic and the need to use virtual platforms in place of in-person events.

Concurrent Studies

Secondary Plan Update



Transportation Master Plan Update



Millway Avenue and Interchange Way Class EA Studies



Parks and Wayfinding Master Plan





Vision and Principles

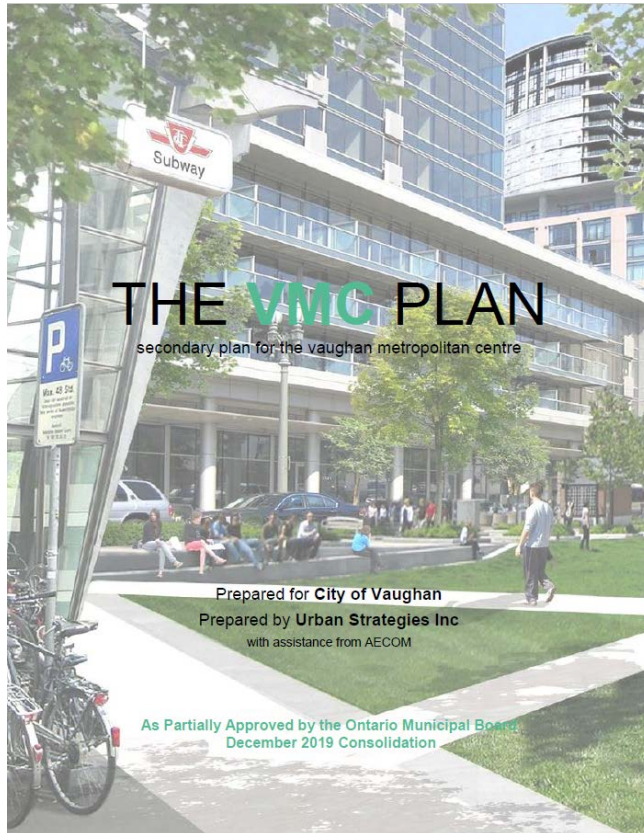


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Vision and Principles



“The City of Vaughan plans to create a downtown – an intense, dynamic community that in time will become the heart of the city, economically, culturally and physically.”

Development interest in the VMC has **exceeded** expectations, resulting in a **residential intensity** that was **not anticipated** when the VMCSPP was initially developed.

The VMCSPP Update will be a **nuanced recalibration exercise**, not a departure from the original plan. Many elements of the original vision are strong and relevant today. The Update will be an opportunity to **rebalance** the plan **to deliver a complete community**.

Vision, Principles, Objectives

Existing

Transit-oriented
Walkable
Accessible
Diverse
Vibrant
Green
Beautiful

Missing

Balanced

Provision and delivery of parks,
community amenities and retail in step
with and to support the population

A ratio of people to jobs that supports the
vision of the VMC as the city's Central
Business District

A variety of built form that creates areas
of different character





Preferred Option

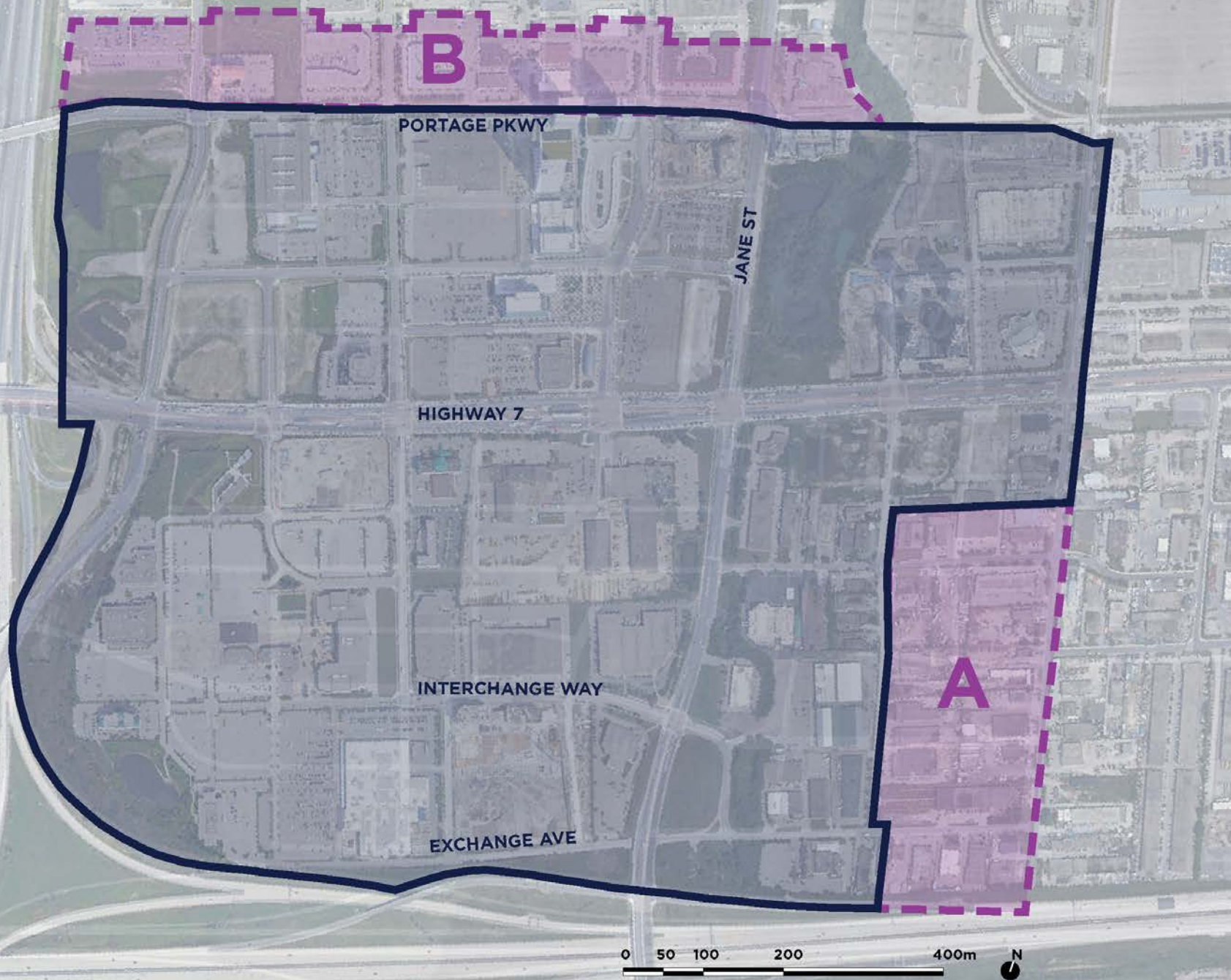


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Expansion Areas



Land Use



Land Uses

- Mixed Use
- Mixed Use (Non-residential Uses Required)
- Non-residential Mixed Use
- Neighbourhood

Parks and Open Spaces

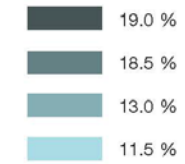
- Public Park
- Environmental Open Space
- Mews
- S_y School

- VMC Boundary
- Potential Expansion Area Boundaries
- Recent / Approved Development
- Subway / Station Entrance
- BRT / Station
- Potential Future BRT / Station
- Stormwater Management Facility
- Underlying Road Network

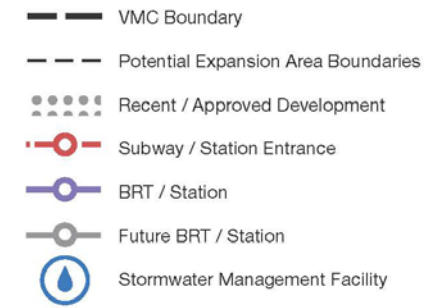
Non-Res Req



Mixed Use Non-residential Required



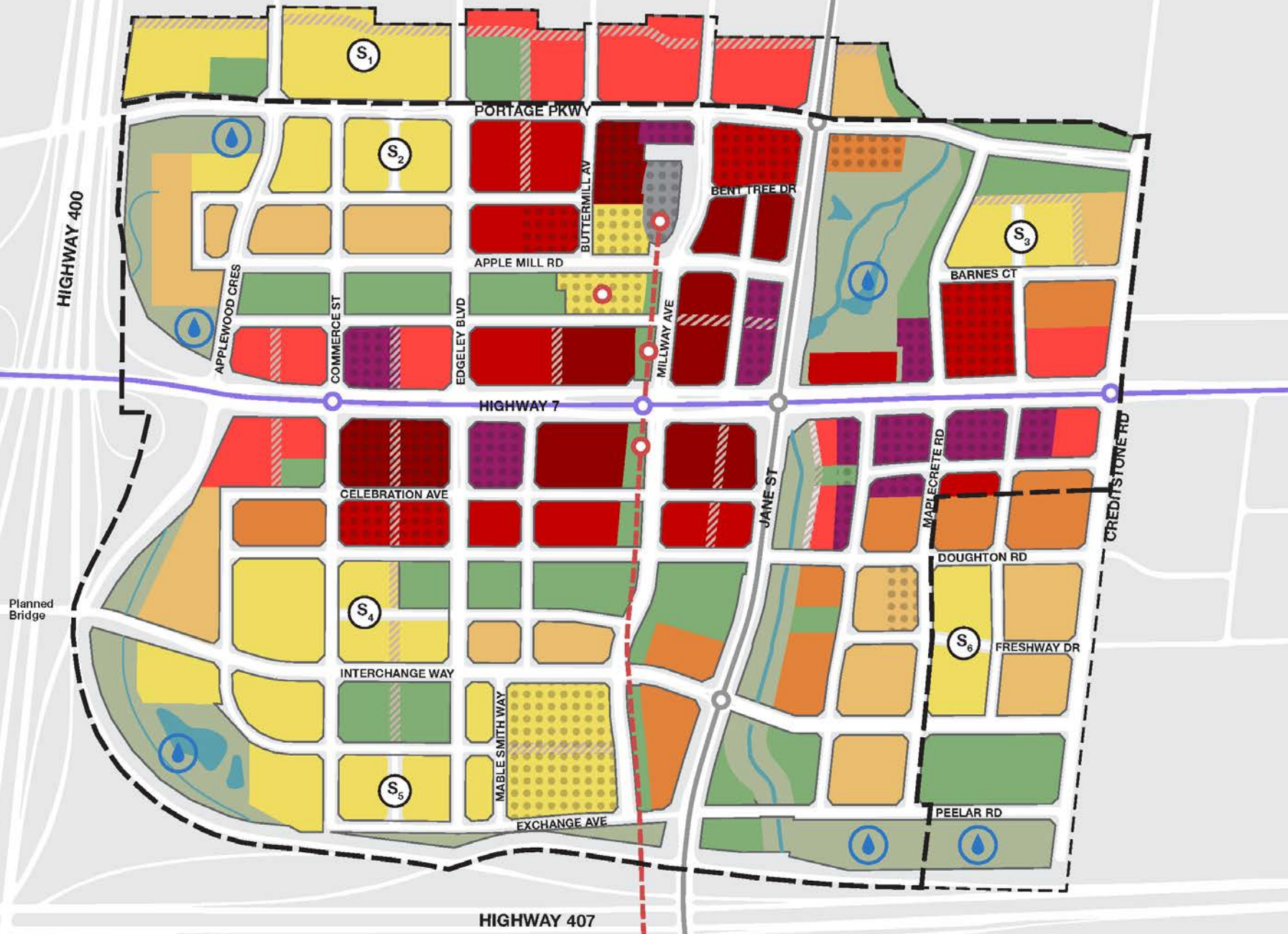
Parks and Open Spaces



Planned Bridge

HIGHWAY 407

Density



Maximum Densities

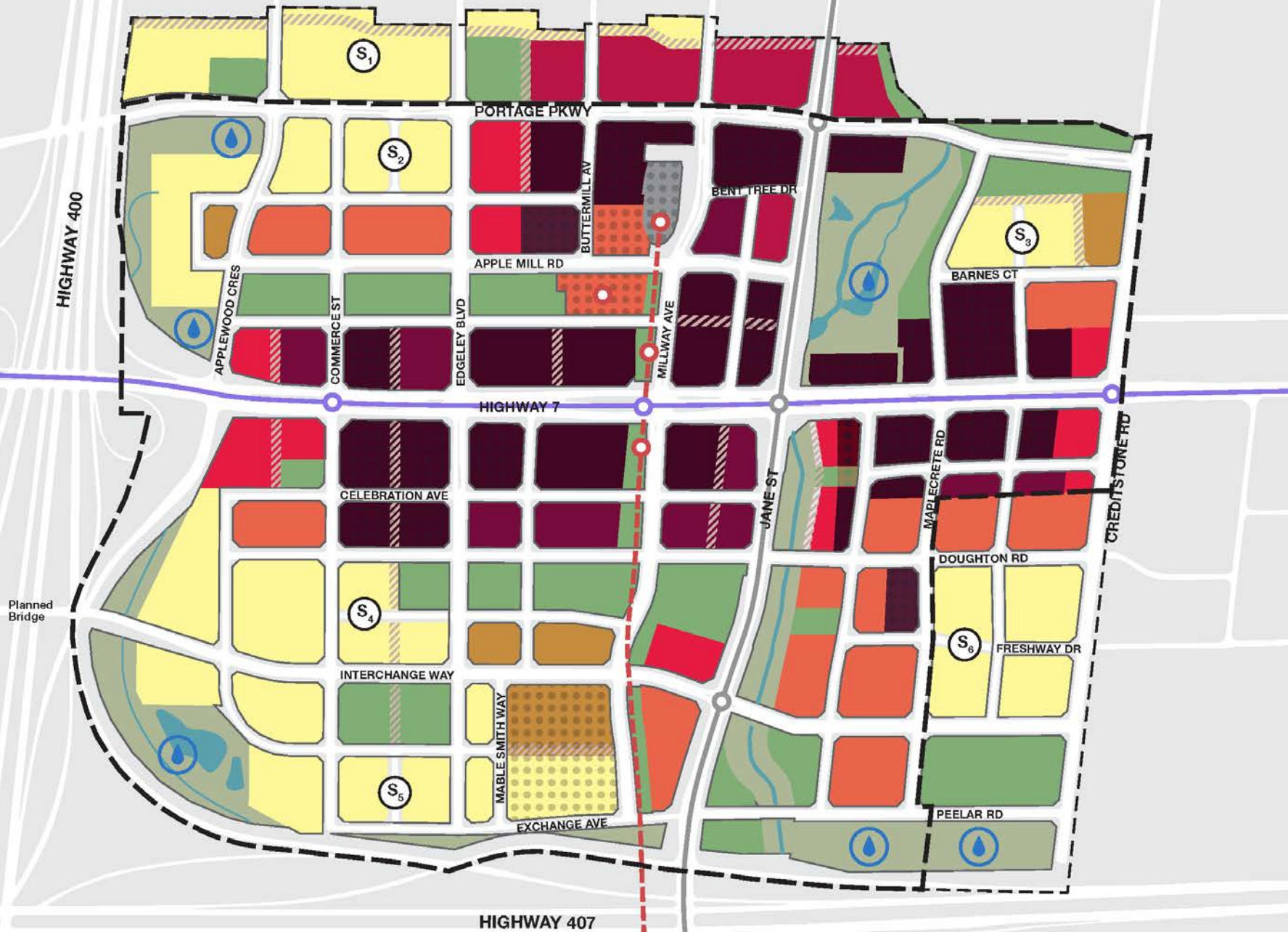
- over 9.0 FSI
- up to 9.0 FSI
- up to 7.5 FSI
- up to 6.0 FSI
- up to 5.0 FSI
- up to 4.5 FSI
- up to 3.0 FSI

Parks and Open Spaces

- Public Park
- Environmental Open Space
- Mews
- S_x School

- VMC Boundary
- Potential Expansion Area Boundaries
- Recent / Approved Development
- S Subway / Station Entrance
- BRT BRT / Station
- F Future BRT / Station
- S Stormwater Management Facility

Height



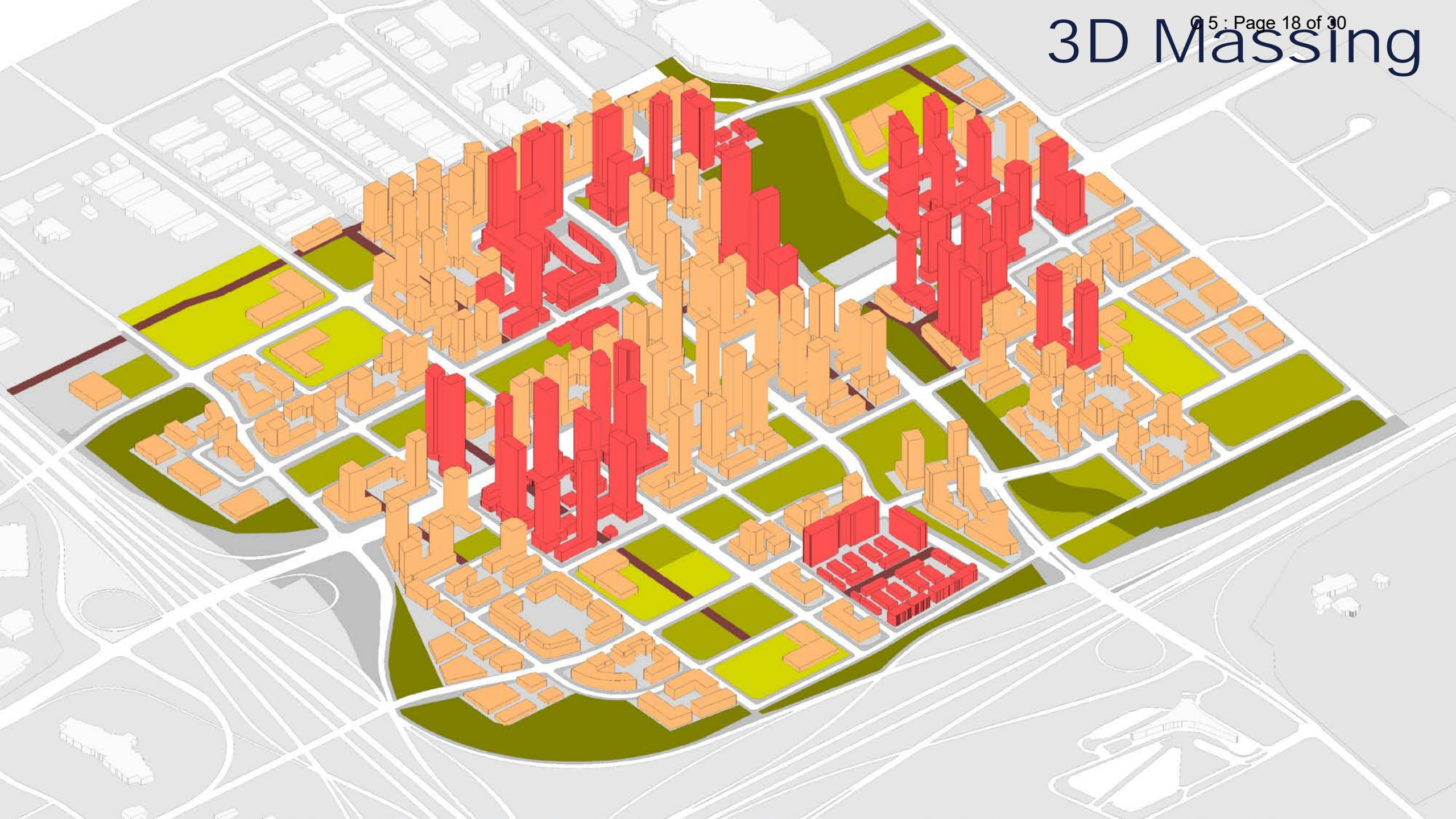
Maximum Height

- Over 40 Storeys
- Up to 40 Storeys
- Up to 35 Storeys
- Up to 30 Storeys
- Up to 25 Storeys
- Up to 20 Storeys
- Up to 15 Storeys
- Up to 10 Storeys

Parks and Open Spaces

- Public Park
- Environmental Open Space
- Mews
- S_x School

- VMC Boundary
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Retail



Retail Frontages

- Required Retail, Service Commercial, Integrated Community Facility or Public Use Frontage
- Recommended Retail, Service Commercial, Integrated Community Facility or Public Use Frontage

Parks and Open Spaces




- Public Park
- Environmental Open Space
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- VMC Boundary
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- Stormwater Management Facility

Civic Facilities



Community Facilities

-  Potential Major Facility
-  Potential Minor Facility
-  School

Parks and Open Spaces

-  Public Park
-  Environmental Open Space
-  Mews

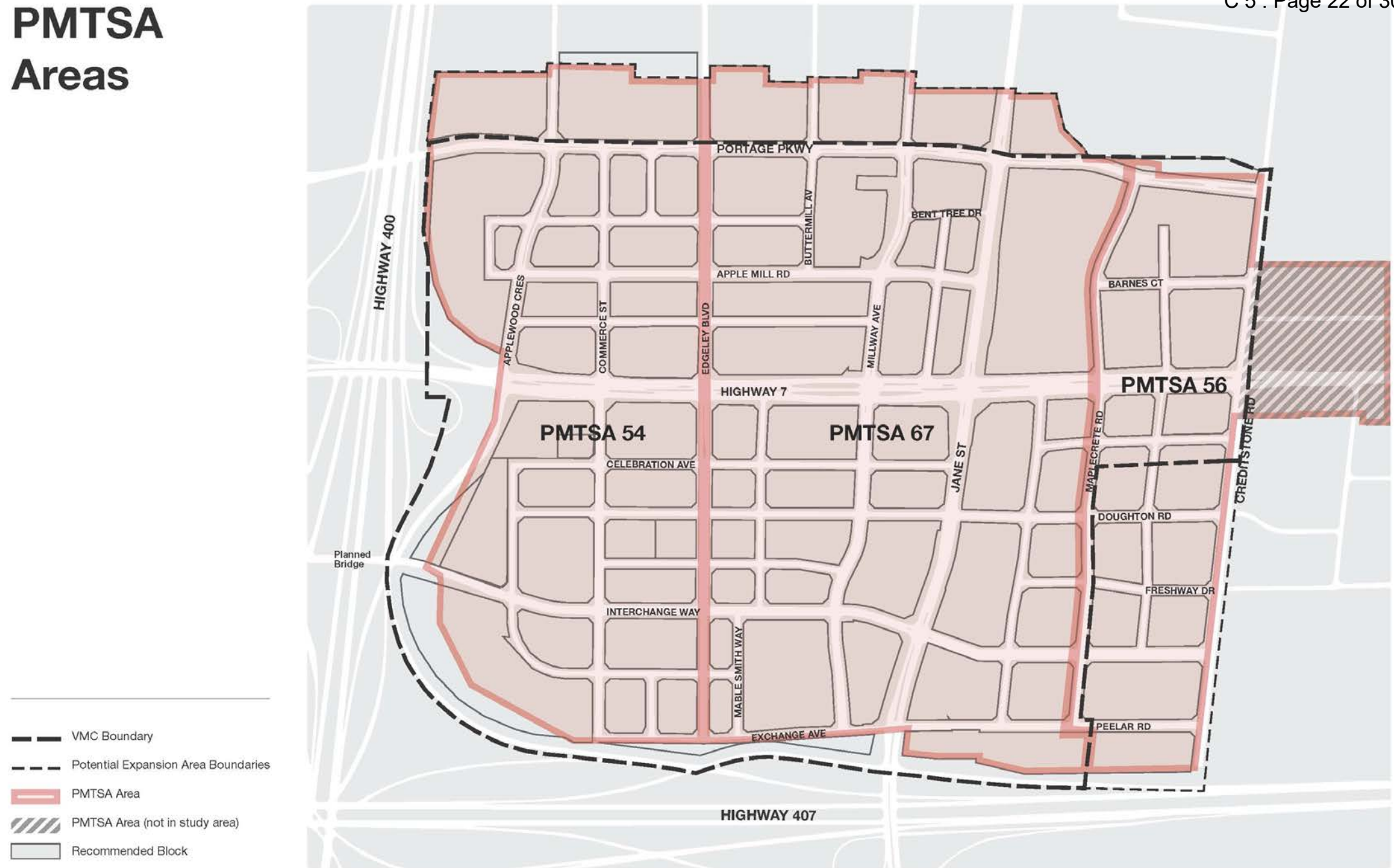
-  VMC Boundary
-  Potential Expansion Area Boundaries
-  Recent / Approved Development
-  Subway / Station Entrance
-  BRT / Station
-  Future BRT / Station
-  Stormwater Management Facility

By the Numbers

	Original VMCSP Vision	Option 1 (current boundary)	Option 2 (current boundary)	Preferred Option (current boundary)	Preferred Option (expanded boundary)
Population	50,000	98,000	118,000	93,000	103,000
Jobs	23,000	13,000	23,000	22,000	27,000
Pop : Jobs	2.2 : 1	7.6 : 1	5.1 : 1	4.2 : 1	3.9 : 1

*Draft and subject to change. Estimates take into consideration approved development, but not development currently in the pipeline.

PMTSA Areas



PMTSA Densities

PMTSA	Minimum Target	Preferred Option
PMTSA 55 Commerce BRT	350	373
PMTSA 68 VMC Subway	400	781
PMTSA 57 Creditstone BRT	300	442

Transportation Master Plan

Scope of Assessment

- Combined assessment of build out of Weston 7 and the VMC.

Conclusions

- Projected growth overwhelms the multi-modal transportation network
- Gridlock in the peak periods

Challenges

- Area already experiences a high level of congestion
- Scale of growth
- Land use mix heavily weighted to residential leads to many commuting trips
- Transit can only address a fraction of the trips

Potential Solutions

- Manage intensity of growth
- A better balance of uses
- Thresholds to re-evaluate based on modal split and improved infrastructure

What We Heard: Public

Density

A prominent skyline with a diverse mix of building types and heights, and appropriate separation of tall buildings.

Concerns that there are too many high rise buildings.

Parks & Open Spaces

More accessible parks and green open spaces near residential areas that will offer diverse programming and uses.

Transportation & Parking

Concerns about traffic congestion and road safety.

Pedestrian friendly and walkable neighbourhoods with active transportation infrastructure.

Identified the need for visitor and commuter parking.

What We Heard: Public

Retail and Placemaking

Variety of retail stores for daily needs within walking distance.

Some recommended that there should be less retail areas to improve traffic congestion

Vibrant public realm with retail, programming, design elements such as street festivals, green public spaces, places to sit and rest, and art installations

Family-friendly

Variety of building types and unit sizes to accommodate families

Variety of civic facilities must provide good service to the area, some recommended that there should be more outdoor amenities such as sports fields

School sites are ideal near the core and higher density areas

What We Heard: Landowners

Height & Density

Do not want maximum heights and densities

Concern about shift from gross to net density

Concern about height hierarchy given approvals

Non-Res Requirement

Concern about the non-res requirement

Question financial viability of non-res uses

Schools

Support for urban format schools

Civic Facilities

Concern about the locations shown of civic facilities

What We Heard: External Public Agencies

Schools

Generally satisfied with number and location of school sites

Alternative school formats and dual school sites are currently being explored, but not all schools can be in mixed use format

Servicing

A strong phased approach for implementing servicing infrastructure will be needed to support growth

Traffic

Concern about traffic congestion

Transportation infrastructure improvements are needed to support growth

A phased approach will be necessary

Next Steps

Step 4: Draft Secondary Plan

- Q1 – Draft Secondary Plan
- Q1 – Consultation on Draft Secondary Plan

Step 5: Final Secondary Plan & Implementation

- Q2 – Statutory Public Meeting
- Q2 – Committee of the Whole
- Q2 – Council Presentation and Endorsement

Thank you!



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